

been deliberately given in their favor.

There is another plan that might suggest itself to those not familiar with the difficulties to be encountered in carrying it into execution: that of bringing water along the ridge from a great distance. The undersigned consider this project to be of the same character with those just mentioned. Certainly no one familiar with the subject can seriously advise such a plan.

The surveys and examinations of the engineer appointed by those who have felt themselves aggrieved by the opinions hitherto expressed by the undersigned, (for they cannot anticipate a *practical* difference of opinion, or one which will lead to a *practicable* result) must fully sustain all that they have asserted; they therefore omit much that they would otherwise have felt in duty bound to say upon plans that appear to them to be wild, chimerical and delusive.

The question naturally suggests itself:—Can we not by lowering the summit command the drainage of a sufficient extent of country? This would unquestionably, add a little to the amount of drainage, but no *reasonable*, no *practicable* lengthening of the tunnel, will place within our reach a sufficiency of water.

A tunnel 7 miles in length was once commenced in France at the expense of the government, but, after the expenditure of a considerable sum of money, it was abandoned, not on account of the *impossibility* of constructing it, but because it was deemed to be an *impracticable* undertaking in view of its cost and of the end to be accomplished by it.

The tunnel 2 1-2 miles in length will be found to be a work of sufficient magnitude when commenced, as from its great length it must be of sufficient width for boats to pass. In this respect it differs from the proposed four mile tunnel of the Chesapeake and Ohio Canal on the Allegany mountain. That tunnel will be beyond the coal trade and will consequently be unencumbered with the great number of boats that will move on the Chesapeake and Ohio Canal below Cumberland. The western trade alone will pass through the Allegany tunnel, the bulk of which is much smaller in proportion to its value than of coal.